

COUNTY OF SAN LUIS OBISPO

BOB JONES PATHWAY

SAN LUIS OBISPO TO ONTARIO ROAD

DRAFT PROJECT DESCRIPTION

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1.0 PROJECT DESCRIPTION

1.1 PROJECT SUMMARY

The proposed Bob Jones Pathway – San Luis Obispo to Ontario Road (project) includes the following components:

- Development of a 4.4-mile mostly Class I pedestrian/bike path route that would connect the existing bikeway along South Higuera Street from the San Luis Obispo Land Conservancy's (SLOLC) Octagon Barn south to the County's Ontario Road Staging Area.
- Construction of a total of four bridges (three crossing San Luis Obispo Creek [SLO Creek] and one crossing Highway 101) along the trail route.
- Construction of an at-grade crossing at South Higuera Street approximately 0.5 miles south of the Octagon Barn.
- Improved and expanded parking primarily at the Octagon Barn and the Ontario Road Staging Area and with lesser (trailhead) parking at specified locations along the route.

The project will require:

- Obtainment of trail easements from willing sellers.
- Assistance of federal and state grant funds.
- Completion of any necessary permit applications and requests for permit approvals from U.S. Army Corps of Engineers, California Department of Fish and Game, Regional Water Quality Control Board, Caltrans, and other entities

Construction is anticipated to occur in roughly three phases as funds become available, with completion anticipated in 2016.

1.2 PROJECT VISION AND OBJECTIVES

As identified by the Applicant (San Luis Obispo County Parks) the Bob Jones Pathway (BJP) is expected to provide an alternative transportation corridor as well as an important recreation corridor for residents and visitors of San Luis Obispo County. The project implements a number of goals and objectives that are identified in the County Parks and Recreation Element (PRE).

The County PRE identifies the following vision for the county:

- A quality park, recreation and natural area system.
- An equitable distribution of parks and recreation lands and services.
- Parks and recreation opportunities for all age groups and physical capabilities.
- A system of parks, recreation and natural areas consistent with the community's existing and future needs.
- Protection of sensitive natural and cultural resources within new and existing parks and natural areas.
- A viable park, recreation and natural area funding source which provides for community needs.

The stated purpose and need of the Bob Jones Pathway – San Luis Obispo to Ontario Road project is:

...for the County of San Luis Obispo Parks, to complete a primarily Class I (off street) pedestrian/bike path for recreational and alternative transportation use that will connect the community of Avila Beach with the City of San Luis Obispo.



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In addition, the PRE identified that:

- Parks and trails contribute to the overall high quality of life and make our communities more livable.
- Parks and trails provide health benefits through active recreation opportunities that are essential for people of all ages to develop and maintain healthy and constructive lifestyles.
- Our lives can be enriched by experiencing nature, recreating and exercising regularly, and having these experiences close to where we live.
- Trails can provide economic benefits through tourism and recreation opportunities.
- Trails provide opportunities for convenient access to natural settings, recreational and cultural opportunities, and open space where individuals and families can spend time together and share common values.
- Trails provide options for alternative modes of transportation, thus reducing the costs associated with auto-dependent transportation.

PROJECT OBJECTIVES

The Applicant (San Luis Obispo County Parks) has identified the following project objectives:

- Provide new and expanded recreation within the County consistent with the PRE. (Goal 2, Objective B)
- Provide a viable multi-use trail system which is protective of private property interests and public resources, and consistent with PRE. (Goal 2, Objective C)
- Provide a primarily Class I bicycle/pedestrian corridor that minimizes long-term maintenance costs.
- Provide an alternative transportation corridor connecting the San Luis Obispo Octagon Barn with the community of Avila Beach.
- Provide a safe and scenic bicycle/pedestrian route.
- Maximize user's contact with the natural environment while avoiding environmental impacts.

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1.3 PROJECT SETTING AND LAND USE

The proposed project is located in San Luis Obispo County, south of the City of San Luis Obispo and north of Pismo Beach, along Highway 101 (US 101). The proposed BJP extension would begin just south of the City of San Luis Obispo adjacent to the SLO Land Conservancy Octagon Barn (located on South Higuera Street) and continue south approximately 4.4 miles to the Ontario Road Staging Area (located near Highway 101 between Avila Beach Drive and Avila San Luis Bay Drive on Ontario Road). The BJP includes a bike/pedestrian bridge over Highway 101 near the Ontario Road Staging Area. See **Figure 1**.

TABLE 1

PROPERTY OWNERS

Property Owner(s)	Assessor's Parcel Number(s)
Howard Hayashi	076-081-018
City of SLO/ Filipponi Ecological Reserve	076-061-075 076-121-018
James Maino	076-121-027 076-121-028
Ray Bunnell	076-121-030
Baron Canyon Open Space	076-243-024
Robyn Gable	076-251-046
SLO Land Conservancy	076-241-018 076-241-020 076-251-053
Whitaker	076-251-051
Kirt Collins	076-251-054
Jekel Villa Ridge	076-251-027
Jim Warren	076-251-021
Robert Kruse	076-251-017

The project is located within the Pismo Beach U.S. Geological Survey (USGS) Quadrangle Map, primarily within the San Miguelito or the Laguna Land Grant. A northern portion of the project falls within Township 31 South and Range 12 East Section 16. The project includes portions of the parcels identified in **Table 1**.

Bicyclist currently ride between the City of San Luis Obispo and the Ontario Road Staging Area via a Class II (on street) bike path located on South Higuera Street and Ontario Road. The existing Class II corridor is used by bike commuters as well as recreation cyclists traveling to Avila Beach and as part of a longer distance ride to the City of Pismo Beach or five Cities locations. The existing Class II corridor places bicyclists immediately adjacent to motorists and includes a crossing at the Ontario Road/San Luis Bay Drive intersection. This intersection presents safety concerns and is less than optimal for bicycle and pedestrian traffic. Concerns include intersection include the speed of traffic on San Luis Bay Drive, the number of queued motor vehicles on Ontario Road and the Highway 101 off-ramp, and the number of vehicles turning onto Ontario Road or onto the Highway 101 on-ramp. All these factors impact bicycle safety and the overall ease of bicyclists getting to the Ontario Road Staging Area and/or the City of Pismo Beach.

The general character of the project area is agricultural with scattered residences. The adjacent hills, known as the Irish Hills, are a significant natural feature of this area. The majority of the proposed path would be separated from existing streets and parallel Highway 101 and the SLO Creek corridor. Both sides of the pathway will be in a natural setting, with 50 percent of the route adjacent to orchards and fields. The existing project setting is summarized below in **Table 2**.

TABLE 2

EXISTING SETTING

Setting Category	Characteristics
Planning Area	San Luis Obispo and San Luis Bay – Inland
Land Use Category	Agriculture and Rural Lands
Existing Uses	Primarily agricultural uses; Caltrans right-of-way (ROW); scattered residential

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Topography	Nearly level to gently sloping
Vegetation	Agricultural land, ruderal (disturbed), landscaping/ornamental vegetation (including groundcover and planted trees), non-native annual grassland, serpentine bunchgrass, coastal scrub, coast live oak woodland, riparian (including riparian forest/scrub, freshwater marsh, and riverine habitats), and seasonal wetlands
Parcel Size	Several parcels comprise the project area. The size of the study area is approximately 6,480,807 square feet (approximately 0.23 square miles; 148.78 acres) and encompasses an area larger than the area likely to be impacted by project-related activities.
Surrounding Land Use	Agriculture; Rural Lands

1.4 PROJECT CHARACTERISTICS

The proposed BJP (project) discussed herein is an approximately 4.4 mile path that would connect the existing San Luis Obispo Land Conservancy's (SLOLC) Octagon Barn to the Ontario Road Staging Area (located on Ontario Road between San Luis Bay Drive and Avila Beach Road). The proposed BJP would parallel San Luis Obispo Creek (SLO Creek). The project is located in San Luis Obispo County, California.

Several proposed project alternatives were examined for feasibility and to examine the project's relative impacts to sensitive resources within environmental and design constraints documents prepared for the BJP project (Questa Engineering Corporation and Morro Group/SWCA: *Phase II Planning and Preliminary Engineering Study of Bob Jones Trail Routes* prepared in 2002 and *Preliminary Project Plans* prepared in 2008). During the project development phase, it was proposed that the path would either be on the west side of SLO Creek, between Highway 101, existing streets, and the creek, or on the east side of SLO Creek within a 20-foot corridor at the top of bank (or beyond the riparian edge), or a combination of both. Consideration was given to the County policy of only developing if there are "willing sellers or cooperative landowners" as part of the development of the project. The final preferred alignment was selected based on an evaluation that determined which path has the least environmental and land use constraints, is most cost effective, and consistent with the while still meeting the overall purpose of the project.

The three classes of bike paths are defined as:

- **Class I Bikeway (Bike Path).** Provides a completely separated right-of-way (ROW) for the exclusive use of bicycles and pedestrians with crossflow by motorists minimized.
- **Class II Bikeway (Bike Lane).** Provides a striped lane for one-way bike travel on a street or highway.
- **Class III Bikeway (Bike Route).** Provides for shared use with pedestrian or motor vehicle traffic.

(consistent with Streets and Highway Code Section 890.4)

The proposed path has been divided into five segments for descriptive purposes. Each of these five segments is briefly described below. Please refer to the Design Segments subsection below for additional pathway design detail.

Segment 1 of the new path would begin at the Octagon Barn on South Higuera Street where a trailhead with parking and other facilities would be constructed. A Class I path would proceed along the east side of South Higuera Street and then cross to the west side, where the Class I path would be between the road and SLO Creek. The path would then be routed across to the east side of South Higuera Street before reaching a new bridge crossing to be constructed across SLO Creek near the Filipponi Ecological Reserve. Several culverts would be installed along this segment.

Segment 2 of the Class I path would proceed between the east edge of South Higuera Street and SLO Creek at or near the top of bank, upon reaching the Maino property in the vicinity of

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the US 101 northbound offramp. At the southern end of this section, the path would be located within the Cloveridge Lane right-of-way and would become a Class III, then a Class I path, before crossing SLO Creek again at the new Bunnell Bridge. Several culverts would be installed or repaired along this segment.

After crossing SLO Creek at the Bunnell Bridge, **Segment 3** of the Class I path would proceed adjacent to Baron Canyon open space lands east of the SLO Creek corridor. Four new culverts would be installed under the path along this section. Once this section of the trail reaches Monte Road, it would proceed along Monte Road as a Class III path before converting to a Class I path along the edge of agricultural land just west of Monte Road, before reaching San Luis Bay Drive.



Figure 1
Project Vicinity Map
PMC

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Segment 4 of the Class I path would parallel San Luis Bay Drive on the graded slope of the elevated path before reaching a new San Luis Bay Drive Bridge for the path across SLO Creek. Several culverts would be installed or extended.

The final segment of the path, **Segment 5**, extends from San Luis Bay Drive to the Ontario Road Staging Area. The Class I path would extend from the junction of Segment 4 and Segment 5, eventually traveling along an existing farm access road easement with two culverts installed under the path for improved drainage. The Class I path would then reach an elevated approach ramp for the new Highway 101 pedestrian overcrossing toward the Ontario Road Staging Area before connecting with the existing Bob Jones Trail to the south.

Several proposed construction staging areas have been identified along the new path. Access will be provided along public and private roads and along California Department of Transportation (Caltrans) right-of-way (ROW).

The County has indicated that construction of the new corridor would be in roughly three phases. The County plans to construct at least one phase in fiscal year 2011/2012. The remaining phases would be constructed in roughly fiscal year 2012/2013 and 2014/2015 as funds are available. Construction of the entire path would be anticipated to be completed by 2016. The project timeline depends a great deal on funding and permitting. As such, the proposed timeframes may be later depending on funding.

DESIGN SEGMENTS

The proposed project would consist of Class I and Class III pathway segments. Widths of the pathways are shown in the **Trail Cross Sections** in **Appendix C**, and the details in **Appendix D, Sheet 1**. Path widths are approximately:

- 1) Class I: separated 8-foot trail including 2-foot shoulders on either side; the 8-foot section would likely be paved with asphalt and the shoulders would be base material
- 2) Class III: varying from 5 to 7.5 feet of shared use along existing road surface

Class I bikeway segments would be built within a 20-foot trail ROW. Construction of the bike/pedestrian pathway would primarily occur within a typically narrow 30- to 60-foot-wide construction disturbance zone on nearly level terrain. In some areas the construction disturbance zone would be wider, up to 140 feet wide, to include adjacent staging areas, such as required for assembly and installation of the pedestrian bridges. In several areas the pathway would run parallel to and within 30 feet of the banks of SLO Creek and its riparian corridor. Some tree trimming at the riparian canopy edge will be required for construction access and to ensure adequate overhead clearance for bicyclists, where the trail parallels the creek corridor. Trimming and possible removal of some trees may be necessary for placement of bridge decks at the creek crossings.

Each of the five design segments (refer to **Appendix A, Sheet 1**) are described in detail below:

Segment 1: Octagon Barn to South Higuera Street Crossing

Segment 1 of the new trail would begin at the Octagon Barn on South Higuera Street where a 10,000 square foot trailhead with parking and other facilities would be constructed (refer to **Appendix A, Sheet 2**). Grading for approximately 65 parking spaces, a restroom, and bicycle

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parking adjacent to the restroom would occur, and the surface of the parking spaces would likely be covered with a permeable surface (e.g., decomposed granite). The parking spaces and restroom would occupy an approximately 1.52-acre footprint. The County would also construct access to the parking spaces, an emergency exit (which the bike path is located within), and the portion of the BJP that occurs on the Octagon Barn site. A Class I path would proceed southwest for approximately 300 feet with a 180-foot-long, 4-foot- to 6-foot-high retaining wall along the east side of South Higuera Street, where a new crosswalk and traffic signal would be implemented to route the Class I pathway to the west side of South Higuera Street. (The traffic signal would be part of the future Buckley Road extension project and not part of the project.)

After crossing to the west side of South Higuera Street, the Class I pathway would extend approximately 3,500 feet along the west side of South Higuera Street between the road and SLO Creek, with the installation of six culverts under the path to allow for stormwater drainage (conceptual details for general culvert crossings are included in **Appendix D, Sheet 1**). The trail would then be routed across to the east side of South Higuera Street via a new crosswalk with traffic warning device, over another installed culvert, and proceed southwest paralleling South Higuera Street for approximately 400 feet before reaching a new South Higuera Bridge for the pathway to be constructed across SLO Creek near the Filipponi Ecological Reserve (refer to **Appendix A, Sheets 3 and 4**). The largest of the culverts would be a new 20-foot-long, 72-inch concrete box culvert crossing of an unnamed small farm drainage ditch tributary to SLO Creek. The proposed box culvert is an extension of the existing box culvert under South Higuera Street, about 600 feet south of the Octagon Barn.

Proposed construction of the South Higuera Bridge (BR-A) (refer to **Appendix E, Sheet 2**) would include:

- 3) One 10-foot-wide by 50-foot-long earthfill approach ramp at 5 percent grade on either side of the SLO Creek crossing;
- 4) Two 10-foot-wide by 50-foot-long prefabricated steel truss approach ramps at 5 percent grade on either side of the SLO Creek crossing, with proposed 5-foot landings every 50 feet on 3-foot-diameter piers;
- 5) One 15-foot-wide concrete abutment/landing on a 3-foot-diameter pier placed on either side of the SLO Creek crossing; and
- 1) One 10-foot-wide by 120-foot-long prefabricated steel truss bridge and one 10-foot-wide by 60-foot-long prefabricated steel truss bridge, both with deck elevations at 90 feet spanning SLO Creek.

Segment 2: South Higuera Street Crossing to Bunnell Crossing

After crossing SLO Creek at the new South Higuera Bridge, the bike path would proceed an additional 2,500 feet, between the east edge of South Higuera Street and the SLO Creek corridor, upon reaching the Maino property in the vicinity of the US 101 northbound off ramp (refer to **Appendix A, Sheet 4**). Along this section, a 200-linear-foot by 3-foot-high retaining wall and curb would be added as needed where the west bank of SLO Creek slopes steeply toward the thalweg (low point of the channel).

Four existing 30-inch to 36-inch corrugated metal pipe (CMP) culverts conveying road drainage and runoff from South Higuera Street and Highway 101 to SLO Creek have deteriorated. These existing culverts will need to be repaired and replaced in the near future. An exposed and eroded section of an existing 36-inch concrete culvert, located approximately 1,500 feet south

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of the proposed South Higuera Street Bridge crossing of SLO Creek, will be restored with replacement piping, earthfill materials, and biotechnical slope protection. Discussion of existing culvert repairs is provided for informational purposes based on current conditions. These culvert repairs should not be considered part of the project description for environmental review purposes.

South of this location and just north of Cloveridge Lane, the proposed trail will require widening of the South Higuera shoulder area with an approximately 200-foot-long soldier-pile wall.

At the southern end of this section, the trail would be located within the Cloveridge Lane right-of-way and would become a Class III path for approximately 1,300 feet with a split rail fence. Trailhead parallel parking is proposed along the west side of Cloveridge Lane. The surface of the parking spaces would likely be covered with a permeable surface (e.g., decomposed granite). The trail from the south end of Cloveridge Lane to the new Bunnell Bridge would be a Class I path, for approximately 1,500 feet replacing a portion of an existing agricultural road with the installation of two new culverts and repair of one existing culvert as needed (refer to **Appendix A, Sheet 5**).

Proposed construction of the Bunnell Bridge (BR-B) (refer to **Appendix E, Sheet 3**) would be similar to that of the South Higuera Bridge, including:

- 1) One 10-foot-wide by 50-foot-long earthfill approach ramp at 5 percent grade on either side of the SLO Creek crossing;
- 2) Three 10-foot-wide by 50-foot-long prefabricated steel truss approach ramps at 5 percent grade on the northeast side relative to SLO Creek and four approach ramps of similar dimension on the southwest side relative to SLO Creek, with proposed 5-foot landings every 50 feet on 3-foot-diameter piers;
- 3) One 15-foot-wide concrete abutment/landing on a 3-foot-diameter pier placed on either side of the SLO Creek crossing; and
- 4) One 10-foot-wide by 120-foot-long prefabricated steel truss bridge with deck elevation at 74.5 feet spanning SLO Creek.

Segment 3: Bunnell Crossing to San Luis Bay Drive

After crossing SLO Creek at the Bunnell Bridge, Segment 3 of the Class I path would proceed for approximately 3,000 feet adjacent to Baron Canyon open space lands east of the SLO Creek corridor, with 1,000 feet of unfenced area and 2,000 feet of t-post fencing (refer to **Appendix A, Sheet 6**). Four new culverts would be installed under the path along this section, primarily extensions of the culverts that drain Monte Road, along with the improvement of two existing culverts near where the path would join Monte Road, as needed.

Once this section of the trail reaches Monte Road, it would proceed along Monte Road as a Class III path for approximately 1,000 feet with a split rail fence and improvement of one existing culvert as needed (refer to **Appendix A, Sheet 7**). At this point, the trail would convert to a Class I path through the edge of agricultural land just west of Monte Road for approximately 4,000 feet with the extension of three existing culverts as needed and the installation of two new culverts, along with t-post fencing before reaching San Luis Bay Drive.

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Segment 4: San Luis Bay Drive Crossing

At the intersection of Monte Road and San Luis Bay Drive, a new crosswalk with a three-way stop would be implemented. From the Monte Road/San Luis Bay Drive intersection, the bike trail would run south of and parallel to San Luis Bay Drive. Segment 4 of the Class I path would continue for approximately 400 feet, with the extension of two existing culverts. The path would be separated from San Luis Bay Drive with either a metal guardrail or concrete barrier before reaching a new San Luis Bay Drive Bridge for the pathway.

Proposed construction of the new San Luis Bay Drive Bridge (BR-C) (refer to **Appendix E, Sheet 4**) would include:

- 1) One 10-foot-wide by 30-foot-long earthfill approach ramp at 5 percent grade east of SLO Creek;
- 2) Two 10-foot-wide by 50-foot-long prefabricated steel truss approach ramps at 5 percent grade east of SLO Creek with proposed 5-foot landings every 50 feet on 3-foot-diameter piers;
- 3) One 15-foot-wide concrete abutment/landing on a 3-foot-diameter pier placed on either side of the SLO Creek crossing;
- 4) One 10-foot-wide by 120-foot-long prefabricated steel truss bridge with deck elevation at 45.5 feet spanning SLO Creek;
- 5) One 10-foot-wide by 50-foot-long prefabricated steel truss approach ramp at 5 percent grade west of SLO Creek; and
- 6) One 10-foot-wide by 20-foot-long earthfill approach ramp at 5 percent grade west of SLO Creek.

A Class I path with a split rail fence would extend approximately 300 feet with the installation of one new 24-inch culvert toward the end of Segment 4. The pathway would be separated from San Luis Bay Drive by guardrails or metal bollards.

Segment 5: San Luis Bay Drive to Ontario Road Staging Area

The final segment of the pathway, Segment 5, extends from roughly San Luis Bay Drive to the Ontario Road Staging Area (refer to **Appendix A, Sheets 8 and 9**). An approximately 2,500-foot Class I path would extend from the junction of Segment 4 and Segment 5, eventually traveling within or slightly west of an existing farm access road easement. In this segment, the Class I path would be located to coincide with the farm road, thereby providing farm access on the east side of the road and bicycle/pedestrian access on the west side. Within this segment, four small 12-inch culverts would be installed under the path to allow sheet flow and drainage from Highway 101. The Class I path would then reach an elevated approach ramp for the new Highway 101 bike/pedestrian overcrossing for the pathway.

Proposed construction of the Highway 101 overcrossing (BR-D) (refer to **Appendix E, Sheet 5**), proceeding north to south, would include:

- 7) One 10-foot-wide by 50-foot-long earthfill approach ramp at 5 percent grade;
- 8) Four 10-foot-wide by 50-foot-long prefabricated steel truss segments at 5 percent grade, with proposed 5-foot landings every 50 feet on 3-foot-diameter piers and with landscape buffer planting along the west side of the ramp;

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- 9) One 15-foot-wide concrete landing/refuge on two 3-foot-diameter piers;
- 10) Five 10-foot-wide by 50-foot-long prefabricated steel truss segments at 5 percent grade, with proposed 5-foot landings every 50 feet on 3-foot-diameter piers;
- 11) One 15-foot-wide concrete abutment/view deck structure on two 3-foot-diameter piers;
- 12) Three 10-foot-wide by 80-foot-long prefabricated steel truss overcrossing segments with elevation from 55 to 60 feet (spanning US 101 on two 3-foot-diameter piers; and
- 1) One 65-foot-long earthfill approach ramp at 5 percent grade (with a 100-foot-long retaining wall).

From the south end of the overcrossing, the Class I path would proceed approximately 400 feet south with a 210-foot-long by 8-foot-high retaining wall parallel to Highway 101 through the Ontario Road Staging Area before connecting with the existing Bob Jones Trail to the south (refer to **Appendix A, Sheet 9**).

CONSTRUCTION STAGING AREAS AND CONSTRUCTION ACCESS

Several proposed construction staging areas have been identified along the new path (refer to **Path Right-of-Way** in **Appendix B**). All construction staging areas will result in temporary impacts unless otherwise described. Construction staging areas include:

- 13) One 12,000 square foot construction staging area located a few hundred feet southwest of the Octagon Barn on the west side of South Higuera Street (refer to **Appendix B, Sheet 2**);
- 14) One 6,000 square foot construction staging area near the crosswalk from the west side to the east side of South Higuera Street, and a 12,000 square foot staging area along the access roadway on the Filippini Ecological Preserve (refer to **Appendix B, Sheet 3**);
- 15) Two 15,000 square foot staging areas located within and adjacent to the Cloveridge Lane ROW that would become future permanent trailhead parallel parking; 7,500 square foot and 5,000 square foot staging areas near the Bunnell Bridge (BR-B); and a temporary construction easement over Venado Trail approximately 2,050 feet long with an overland extension of approximately 670 feet to the east side of SLO Creek (refer to **Appendix B, Sheet 5**); and
- 1) One 5,000 square foot staging area within County road ROW near the Ontario Road Staging Area, a 30,000 square foot staging area along the east approach ramp to the US 101 bridge, and an approximately 13,800 square foot access area between Ontario Road and the west end of the US 101 bridge (refer to **Appendix B, Sheet 9**).

Access will be along public and private roads and along Caltrans ROW.

CONSTRUCTION TECHNIQUES

Construction of the approximately 4.4-mile bike path will be similar to the construction of a narrow country road. In areas adjacent to sensitive species, sensitive habitat, or active farmland, temporary fencing and similar materials (such as wattles, silt fencing, etc.) will be installed prior to construction. The intent of the fencing and similar materials is to provide a barrier between construction equipment and sensitive areas.

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The project contractor may utilize heavy equipment such as scrapers, dozers, graders, or excavators for constructing the bike path. In addition, heavy equipment, such as track excavators, drill rigs, and concrete trucks and pumps, would be used for specialized and localized aspects of the project. Examples would be retaining wall construction near the Octagon Barn, installation of culverts to provide drainage, and construction of the pedestrian and highway overcrossing bridge piers and abutments. Finally, large construction cranes will be required to lift the 40-, 80-, and 120-foot-long pre-engineered steel bridge and approach ramp sections into place on the piers and abutments.

As proposed, path construction would occur within a varying 20- to 140-foot-wide construction zone, primarily on nearly level terrain, which in many places runs parallel to and within 30 feet of the bank of SLO Creek and directly alongside well-traveled county roads. A detailed traffic control plan will need to be prepared. Much of the construction work will be close to creek channels, with three stream crossings using pre-engineered pedestrian bridges. A detailed project erosion control and revegetation plan, along with a Stormwater Pollution Prevention Plan (SWPPP), will therefore be a necessary and important part of the final project design.

Grading for path construction will involve cuts and fills of less than 2 feet within the 12- to 30-foot-wide path section, with average cuts to level higher-lying areas and fills of low-lying areas of less than 1 foot. A front-end loader or skip loader and a backhoe with a front bucket will likely be utilized for most of the earthwork, including initial clearing and grubbing of the path alignment, minor cuts and fills needed to create a level course for the subgrade, and placement and compaction of the Class 2 aggregate base (AB) course that will underlie the 8-foot-wide asphalt concrete (AC) surface.

Clearing and grubbing of the path alignment will involve the removal and off-haul of 2 to 3 inches of root-contaminated surface soils and associated vegetation within the 12- to 30-foot-wide path cross section. Larger trees have been avoided in the path alignment, with the exception of trees that need to be removed for bridge construction. All stockpiling will be confined to the proposed 30- to 140-foot-wide construction zone (designated on the plans).

Following the clearing and grubbing and subgrade preparation to create the level, firm path subsurface, approximately 4 to 6 inches (final thickness) of Class 2 AB will be imported and placed across the width of the 12-foot path cross section. The Class 2 AB material will be imported in dump trucks and placed in temporary approved stockpile areas. The Class 2 AB will be placed in an 8- to 10-inch-thick lift by a front-end loader or skip loader, moisture conditioned by a water truck, and compacted to achieve the 4- to 6-inch minimum AB thickness. Final AC path surfacing will be accomplished using a paver and vibratory roller. Four (4) to 5 inches of loose AC material will be placed over the prepared Class 2 AB surface and rolled to obtain a final compacted minimum 2-inch-thick surface. Following any sealing, a center stripe dividing north and southbound lanes, and pavement stenciling may be applied using pickup-mounted striping equipment.

The project also includes the installation of fencing, signage, benches, and other fixtures. Installation of these structures will require the drilling of shallow 24- to 36-inch-deep by 12-inch-diameter postholes (for fencing and signage), installation of the posts, and backfilling with concrete. Equipment such as a backhoe or skid-steer equipped with a small auger will be used for the installation of these items.

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CONSTRUCTION SCHEDULE

The County has indicated that construction of the new corridor would be in roughly three sections/phases as funding becomes available. Construction of the entire path would be anticipated to occur within six years of the start of Phase 1. Construction of the bridge crossings and pathway segments located immediately adjacent to and through the riparian corridor of SLO Creek would occur within the typical agency-allowed window from June 1 to October 31 of any given year. Construction of the remainder of the pathway outside of the riparian corridor would occur year-round, weather permitting, and provided that all erosion control and stormwater management measures were in place and properly functioning.

1.5 PROJECT APPROVAL AND ACTIONS

The following is a summary of project approvals and actions necessary to implement and complete the proposed project.

ENVIRONMENTAL REVIEW

The project requires National Environmental Policy Act (NEPA) approval since a portion of the project's grant funds are federal dollars. It is anticipated Caltrans will issue a categorical exclusion. To complete environmental review, the implementing agency needs to formally accept the project design and the preferred alternative, in a hearing open to the public. Before taking action on the project, the San Luis Obispo County Board of Supervisors must certify that the environmental impact report (EIR) was completed in compliance with the California Environmental Quality Act (CEQA), that the Board reviewed and considered the information in the EIR before action was taken on the project, and that the EIR reflects the County's independent judgment and analysis.

PROJECT PHASING

The County has identified that construction is anticipated to occur in roughly three phases as funds become available. The County will need to prioritize these phase with their stated goal of completion in 2016 in mind.

EASEMENT ACQUISITION

The easement acquisition process will need to be completed by the County in negotiations with Caltrans and private property owners.

PERMITTING

As identified in the County's Land Use Ordinance (Title 22) section 22.06.040 (A), public works projects such as the proposed project are exempt from land use permit requirements and allowance restrictions under the County's Land Use Ordinance. However, any necessary permit applications and requests for permit approvals from the U.S. Army Corps of Engineers, California Department of Fish and Game, Regional Water Quality Control Board, Caltrans, and other entities must be completed.

